

**2002**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**106**  
City of Colonial Heights

Prepared By  
**Virginia Department of Transportation**  
**Mobility Management Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**Peak Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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2002  
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Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
							2Axle	3+Axle	1Trail	2Trail								
City of Colonial Heights																		
1	Boulevard	0.04	10000	G	From:	NCL Petersburg					F	0.095	F	0.606	11000	G	2002	
					To:	98%	0%	1%	0%	0%								0%
1	Boulevard	0.49	10000	G	From:	Washington Ave					F	0.092	F	0.547	11000	G	2002	
					To:	98%	0%	1%	0%	0%								0%
1	Boulevard	0.40	21000	G	From:	Dupuy Ave					F	0.083	F	0.511	22000	G	2002	
					To:	98%	0%	1%	0%	0%								0%
1	Boulevard	0.33	23000	F	From:	Lynchburg Ave					C	0.089	F	0.505	23000	F	2002	
					To:	98%	0%	1%	0%	0%								0%
1	Boulevard	0.26	25000	G	From:	Westover Ave					F	0.082	F	0.503	25000	G	2002	
					To:	98%	0%	1%	0%	0%								0%
1	Boulevard	0.74	26000	G	From:	Branders Bridge Rd					F	0.083	F	0.545	27000	G	2002	
					To:	98%	0%	1%	0%	0%								0%
1	Boulevard	0.17	25000	G	From:	Temple Ave					F	0.083	F	0.537	26000	G	2002	
					To:	98%	0%	1%	0%	0%								0%
1	Boulevard	0.19	30000	G	From:	Lakeview Ave					F	0.085	F	0.501	32000	G	2002	
					To:	98%	0%	1%	0%	0%								0%
1	Boulevard	0.62	25000	G	From:	Ellerslie Ave					F	0.089	F	0.528	26000	G	2002	
					To:	98%	0%	1%	0%	0%								0%
North 95		0.21	48000	F	From:	Sherwood Ave					F	0.091	F	0.528	26000	G	2002	
					To:	98%	0%	1%	0%	0%								0%
North 95		0.21	48000	F	From:	NCL Petersburg					F	0.082	F		48000	F	2002	
					To:	89%	1%	2%	1%	8%								0%
North 95	Combined Traffic:		88000	F		88%	1%	2%	1%	8%	0%	F	0.08	F	0.527	87000	F	
North 95		0.98	41000	G	From:	Southpark Blvd					F	0.077	F		41000	G	2002	
					To:	89%	1%	2%	1%	8%								0%
North 95	Combined Traffic:		80000	G		88%	1%	2%	1%	8%	0%	F	0.075	F	0.525	79000	G	
North 95		2.38	42000	A	From:	SR 144 Temple Ave					A	0.091	A		42000	A	2002	
					To:	89%	1%	2%	1%	8%								0%
North 95	Combined Traffic:		86000	F		88%	1%	2%	1%	8%	0%	F	0.088	A	0.548	85000	F	
South 95		0.37	39000	F	From:	NCL Colonial Heights					F	0.079	F		39000	F	2002	
					To:	88%	1%	2%	1%	8%								0%
South 95	Combined Traffic:		88000	F		88%	1%	2%	1%	8%	0%	F	0.08	F	0.527	87000	F	
South 95		1.05	39000	G	From:	Southpark Blvd					F	0.076	F		38000	G	2002	
					To:	88%	1%	2%	1%	8%								0%
South 95	Combined Traffic:		80000	G		88%	1%	2%	1%	8%	0%	F	NA			79000	G	
South 95		2.15	44000	F	From:	SR 144 Temple Ave					F	0.068	F		44000	F	2002	
					To:	88%	1%	2%	1%	8%								0%
South 95	Combined Traffic:		86000	F		88%	1%	2%	1%	8%	0%	F	0.088	A	0.548	85000	F	
144	Temple Ave	0.93	27000	G	From:	NCL Colonial Heights					F	0.088	F	0.585	27000	G	2002	
					To:	97%	0%	1%	1%	1%								0%
144	Temple Ave	0.37	31000	G	From:	ECL Colonial Heights					F	0.084	F	0.524	31000	G	2002	
					To:	97%	0%	1%	1%	1%								0%
144	Temple Ave	0.50	29000	G	From:	Conduit Rd					F	0.086	F	0.525	29000	G	2002	
					To:	97%	0%	1%	1%	1%								0%
144 1	Boulevard	0.74	26000	G	From:	I-95					F	0.083	F	0.545	27000	G	2002	
					To:	97%	0%	1%	1%	1%								0%
144 1	Boulevard	0.74	26000	G	From:	US 1 Boulevard					F	0.083	F	0.545	27000	G	2002	
					To:	98%	0%	1%	0%	0%								0%
144 1	Boulevard	0.17	25000	G	From:	Lakeview Ave					F	0.085	F	0.537	26000	G	2002	
					To:	98%	0%	1%	0%	0%								0%
144 1	Boulevard	0.17	25000	G	From:	Ellerslie Ave					F	0.085	F	0.537	26000	G	2002	
					To:	98%	0%	1%	0%	0%								0%

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Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
							2Axle	3+Axle	1Trail	2Trail								
City of Colonial Heights																		
					From:	Ellerslie Ave												
144	1	Boulevard	0.19	30000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.501	32000	G	2002
					To:	Sherwood Ave												
144	1	Boulevard	0.62	25000	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.528	26000	G	2002
					To:	NCL Colonial Heights												
					From:	NCL Petersburg												
301	1	Boulevard	0.04	10000	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.606	11000	G	2002
					To:	Washington Ave												
301	1	Boulevard	0.49	10000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.547	11000	G	2002
					To:	Dupuy Ave												
301	1	Boulevard	0.40	21000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.511	22000	G	2002
					To:	Lynchburg Ave												
					From:	Westover Ave												
301	1	Boulevard	0.33	23000	F	98%	0%	1%	0%	0%	0%	C	0.089	F	0.505	23000	F	2002
					To:	Branders Bridge Rd												
301	1	Boulevard	0.26	25000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.503	25000	G	2002
					To:	Temple Ave												
301	1	Boulevard	0.74	26000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.545	27000	G	2002
					To:	Lakeview Ave												
301	1	Boulevard	0.17	25000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.537	26000	G	2002
					To:	Ellerslie Ave												
301	1	Boulevard	0.19	30000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.501	32000	G	2002
					To:	Sherwood Ave												
301	1	Boulevard	0.62	25000	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.528	26000	G	2002
					To:	NCL Colonial Heights												
					From:	Southpark Blvd												
1	C H Dimmock Pkwy		0.69	11000	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.520	11000	G	2002
					To:	Temple Ave												
					From:	NB Ramp To I-95												
2	Southpark Blvd		0.31	19000	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.528	20000	G	2002
					To:	South Ave												
2	Southpark Blvd		0.25	20000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.523	21000	G	2002
					To:	C H Dimmock Pkwy												
					From:	Southpark Circle												
2	Southpark Blvd		0.05	11000	G	98%	0%	1%	0%	1%	0%	F	0.106	F	0.502	11000	G	2002
					To:	Temple Ave												
					From:	Forestview Dr												
4	Sherwood Dr		0.25	4100	G	98%	0%	1%	0%	1%	0%	C	0.087	F	0.582	4300	G	2002
					To:	US 1 Boulevard												
					From:	WCL Colonial Heights												
9020	Dupuy Ave		0.42	13000	G	97%	0%	1%	0%	1%	0%	C	0.081	F	0.58	13000	G	2002
					To:	US 1 Boulevard												
					From:	US 1 Boulevard												
9024	Westover Ave		0.66	6500	G								0.092	F	0.567	6800	G	2002
					To:	Conduit Rd												
					From:	WCL Colonial Heights												
9026	Branders Bridge Road		0.30	5600	G	98%	0%	1%	0%	1%	0%	C	0.1	F	0.610	5900	G	2002
					To:	US 1 Boulevard												
					From:	WCL Colonial Heights												
9030	Lakeview Ave		0.85	7500	G	97%	0%	1%	1%	1%	0%	C	0.09	F	0.666	7900	G	2002
					To:	US 1 Boulevard												
					From:	US 1 Boulevard												
9032	E Ellerslie Ave		1.15	15000	G	97%	0%	1%	1%	1%	0%	C	0.088	F	0.532	16000	G	2002
					To:	Conduit Rd												



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						2Axle	3+Axle	1Trail	2Trail							
City of Colonial Heights																
9035 Washington Ave	0.37	540	G	From:		US 1 Boulevard				C	0.113	F	0.5	560	G	2002
				To:		Stuart Ave										
9035 Stuart Ave	0.10	1000	G	From:		Washington Ave				F	0.112	F	0.522	1100	G	2002
				To:		Bristol Ave										
9035 Stuart Ave	0.05	210	G	From:		Stuart Ave				F	0.121	F	0.625	220	G	2002
				To:		Stuart Ave										
9035 Conduit Rd	0.24	2400	G	From:		Lynchburg Ave				F	0.107	F	0.563	2500	G	2002
				To:		Westover Ave										
9035 Conduit Rd	0.22	4900	G	From:		Temple Ave				C	0.094	F	0.555	5200	G	2002
				To:		E Ellerslie Ave										
9035 Conduit Rd	0.47	8800	G	From:		Dunston Point Pkwy				F	0.092	F	0.523	9300	G	2002
				To:		Waterfront Driveway										
9035 Conduit Rd	0.54	19000	G	From:		Comstock Drive				F	0.113	F	0.604	490	G	2002
				To:												
9037 Hamilton Ave	0.67	500	G	From:		US 1 Boulevard				C	0.122	F	0.517	520	G	2002
				To:		E Westover Ave										
9037 Hamilton Ave	0.55	2900	G	From:		Westover Ave				F	0.09	F	0.541	3000	G	2002
				To:		Temple Ave										
9066 Lynchburg Ave	0.65	2200	G	From:		US 1 Boulevard				F	0.097	F	0.516	2300	G	2002
				To:		Conduit Rd										
James Ave.		1200	G	From:		US 1					0.123	F		1300	G	2002
				To:		Hamilton Ave										
Lafayette Ave		580	G	From:		US 1					0.107	F		610	G	2002
				To:		Danville Ave										
Richmond Ave		3500	G	From:		US 1					0.097	F		3700	G	2002
				To:		Hill Pl.										
Snead Ave.		1800	G	From:		Walnut Ave					0.103	F		1900	G	2002
				To:		MacArther Ave										
W. Roslyn Ave		250	G	From:		Conduit Rd					0.125	F	0.597	260	G	2002
				To:		Washington Ave										
Walnut Ave		300	G	From:		Hamilton Ave					0.093	F		320	G	2002
				To:		Elk Ave										
Wrights Ave		640	G	From:		Meridian Ave					0.104	F		670	G	2002
				To:		Battery Pl										